

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY USSR (Latvian SSR)

REPORT

SUBJECT The Railroad Car Repair Shop in Lepaya

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The Railroad Car and Locomotive Repair Shop in Lepaya is the second largest such installation in Latvia. Only the workshops in Daugavpils, which employ 1,300 men, are larger. The Lepaya workshops, which have not undergone any appreciable expansion since the war, employ about 1,000 men.
2. The workshops are occupied principally with the repair and renovation of rolling stock. Since the end of the war there have been no new locomotives or cars built here. According to the plan, six locomotives and twelve cars are to be completely renovated each month. In the case of the cars, this plan has been fulfilled for the most part, although, in general, only three or four locomotives are completed per month. The cost of renovating locomotives has significantly exceeded calculations - in certain cases amounting to 150,000 rubles apiece.
3. The plant is under the direction of Col. P. Koshuchov, Chief Engineer Pronin, and the leader of the Partorg, Rinsky.
4. The various sections of the plant are:
 - a. The Locomotive Section - chief, Sumerskiy, who is responsible for the renovation of locomotives. Until 1952, mainly Soviet passenger locomotives of the 52 series were renovated, but now Czech locomotives of the 42 series, types OV, OR, OK, and OP, are being reconditioned.
 - b. The Mechanical Section - chief, Belyanichev; produces new parts and repairs parts. Equipment includes 12 lathes, 5 milling machines, and 4 grinding machines.
 - c. The Instrument Section - chief, Svislis

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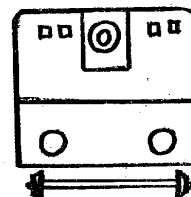
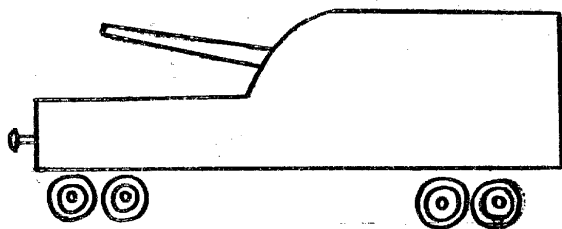
25 YEAR RE-REVIEW

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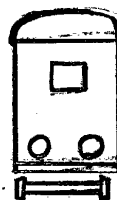
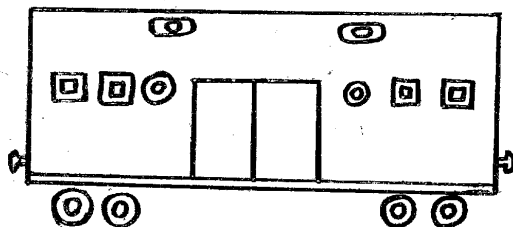
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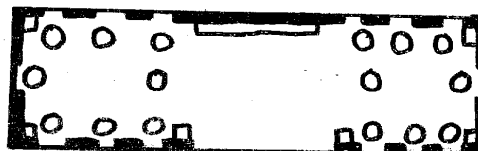
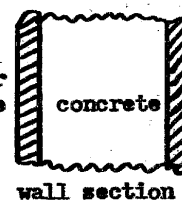
- d. The Tender Section
- e. The Wheel Section
- f. The Blacksmith Section - chief, Pudans
- g. The Mechanical Repair Section - chief, Kapeller
- h. The Foundry
- i. The Car Section - repaired about 20 armored railroad cars, as well as passenger cars, during 1952. The external work on armored cars was done by personnel of the railroad workshops, while the internal work and the renovation of equipment was done by about 200 men from the navy yard. This work was discontinued shortly before the end of 1952. Below are sketches of the armored railroad cars.



Explanations: This car has the same length as a passenger car. The barrel has a length of $4 - 4\frac{1}{2}$ meters, and the gun can be elevated and depressed, although it is not known whether or not it can be trained. The turret is stationary. The crew consists of eight men. The exterior color is dark olive.



armor plate



This car is the same size as the normal 4-axle freight car. There are mounts for eight guns in each end of the car, marked on the sketch with circles. Ammunition with a caliber of about one inch was observed in boxes in these cars. This ammunition was in belts. The firing ports could be covered on the inside with bullet-proof shields. The walls have a thickness of about 30 cm, the inside and outside consisting of 20-25-mm-thick armor plate, with concrete in between. The wheels are not protected.

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